

The China Mail.

Established February, 1845.



Vol. XLVII. No. 8981.

號七月一十一十九百八千英

HONGKONG, SATURDAY, NOVEMBER 7, 1891.

日六初月十年卯辛

PRICE, \$2 PER MONTH.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship *Hainan*, Captain Haines, will be despatched for the above Ports TO-MORROW, the 8th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, November 7, 1891. 2026

COMPAGNIE DES MESSAGERIES MARITIMES.

STEAM FOR HAIPHONG.

(Taking Passengers for Hanoi, and Cargo for Touloum & Quinon.)

The Co.'s Steamship *Haiphong*, Captain Koenig, will leave for the above Ports TO-MORROW, the 8th instant, at Noon.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, November 7, 1891. 2029

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship *Fokien*, Captain Davis, will be despatched for the above Ports on MONDAY, the 9th instant, at 11 a.m.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, November 7, 1891. 2101

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUZ CANAL.

The Co.'s Steamship *Levante*, Captain S. H. Seymour, will leave for the above places on TUESDAY, the 10th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 6, 1891. 2102

STEAM TO YOKOHAMA VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Verona*, Captain F. H. Seymour, will leave for the above places on WEDNESDAY, the 11th instant, at Noon.

E. A. HEWETT, for Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, November 2, 1891. 2075

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s Steamship *Rosetta*, Captain C. G. Gadd, will have quick despatch for the above Port after her arrival here with the outward Mail.

E. A. HEWETT, for Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, October 30, 1891. 2059

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and passing through to NEW ZEALAND, TASMANIA, &c.)

The Steamship *Calcutta*, Captain Dabbs, will be despatched for the above Ports on THURSDAY, the 12th inst., at 4 p.m.

The well-known Steamer *Polynesian*, Captain L. Volmer, will be despatched for the above Ports on THURSDAY, the 12th inst., at 10 a.m.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, November 3, 1891. 2039

SHIRE LINE OF STEAMERS.

FOR HAVRE, LONDON, HAMBURG AND ANTWERP.

The Steamship *Providence*, Captain Jackson, will be despatched as above on or about the 13th instant.

For Freight or Passage, apply to DODWELL, CARRILL & Co., Agents.

Hongkong, November 4, 1891. 2044

GLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUZ CANAL.

The Steamship *Glenlee*, Captain Jones, will be despatched as above on or about THURSDAY, the 19th instant.

This Steamer has superior Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, November 4, 1891. 2038

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON & PORTS OF CALL.

The Co.'s Steamship *Oriana*, Captain Shaw, Commander, will be despatched as above on or about the 24th November.

For Freight, apply to S. H. SHAW & Co.

Hongkong, October 15, 1891. 1972

PRIVATE BOARD & RESIDENCE.

M. R. FAJONNER has VACANCIES for GENTLEMEN RESIDENT BOARDERS, at Kowloon, Victoria, Victoria.

Hongkong, July 13, 1891. 1868

HONGKONG, SATURDAY, NOVEMBER 7, 1891.

日六初月十年卯辛

Shipping.

Business Notices.

W. POWELL & Co.

BLANKETS.

BLANKETS.

FIRST SHIPMENT.

W. POWELL & Co.

Hongkong, November 2, 1891.

2079

ROBERT LANG & Co.'S NEW HATS.

BLACK, GREY AND BROWN FELTS, SINGLE TERAI HATS,

(ALL SHADES).

STRAW AND PITH HATS.

Hongkong, June 4, 1891.

1127

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Services of every kind will be found to be of the best description.

An ample and varied STAFF D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS.

The HOTEL is unapproached for comfort, convenience and quick service.

Continental languages are spoken.

MESSRS. DORABEE & HING KEE, Proprietors.

1612

Hongkong, September 10, 1891.

THE MOUNT AUSTIN HOTEL,

1,400 FEET ABOVE SEA LEVEL.

TARIFF.

	8 c.
Board & Lodging per day (1 person),	3.00
do. for married couple (occupying 1 room),	2.50
do. for 2 persons (occupying 1 room),	2.50
Board & Lodging per month (1 person),	90.00
do. for married couple (occupying 1 room),	75.00
Breakfast,	1.00
do. for 2 persons (occupying 1 room),	1.50
Extra Bedroom per month,	45.00
do. for 2 persons (occupying 1 room),	40.00
Sitting Room per month,	60.00
CHILDREN by arrangement according to age.	
SPECIAL TICKETS supplied to VISITORS at reduced rates.	

For further Particulars, apply to

The Secretary, 38 & 40, QUEEN'S CENTRAL. The Manager, MOUNT AUSTIN.

or to

1935

Hongkong, October 13, 1891.

NOTICES OF FIRMS.

P. & O. S. N. Co.

NOTICE.

UNDER Instructions from the MANAGING DIRECTORS, I have temporarily assumed CHARGE of the Company's BUSINESS at this AGENCY.

EDBERT A. HEWETT, for Superintendent.

Hongkong, November 2, 1891. 2082

NOTICE.

I HAVE This Day established myself in Canton under the style of ANDREW & CO. as MERCHANTS and COMMISSION AGENTS.

Mr. A. F. J. SOARES is authorised to sign the Firm's name for prosecution.

JOHN ANDREW.

Canton, 2nd November, 1891. 2073

NOTICE.

WE have This Day ESTABLISHED a BRANCH of our Firm in AMOY, and have authorized Mr. FRANCIS CASS to sign as AGENT.

DOUGLAS LAPRAIK & Co. Hongkong, October 10, 1891. 1937

CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

The Steamship *Polynesian*, Capt. L. Volmer, will be despatched as above on or about the 10th November.

For Freight, apply to ARNOLD, KARBERG & Co., Agents.

Hongkong, October 13, 1891. 1959

FOR SINGAPORE, HAVRE AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, OPORTO, LISBON, LONDON, LIVERPOOL, BREMEN.)

The Steamship *Polynesian*, Capt. L. Volmer, will be despatched for the above Ports on THURSDAY, the 12th inst., at 10 a.m.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, November 3, 1891. 2039

SHIRE LINE OF STEAMERS.

FOR HAVRE, LONDON, HAMBURG AND ANTWERP.

The Steamship *Providence*, Captain Jackson, will be despatched as above on or about the 13th instant.

For Freight or Passage, apply to DODWELL, CARRILL & Co., Agents.

Hongkong, November 4, 1891. 2044

GLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUZ CANAL.

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This Steamer has superior Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, November 4, 1891. 2038

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON & PORTS OF CALL.

The Co.'s Steamship *Oriana*, Captain Shaw, Commander, will be despatched as above on or about

Entertainments.

THEATRE ROYAL,
CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB.

THE above CLUB will give a PERFORMANCE ON THURSDAY, 12th of Nov., AND ON SATURDAY, 14th of Nov., OR

'THE SNOWBALL.'

(III ACT COMEDY BY SYDNEY GRUNDY.)

By kind permission of Lieut.-Col. CHATER and the OYSTERKIDS, the Band of the 1st Battalion Argyle & Sutherland Highlanders will perform during the Evening.

Tickets can be obtained from Messrs. LANE, CRAWFORD & CO., on and after Monday, the 9th of November, at 11 a.m.

PRICES:—\$2 and \$1. Soldiers and Sailors (in Uniform) 25 Cents to the Box Seats.

Doors open at 8.30 p.m. Performance to commence at 9 p.m. Hongkong, November 3, 1891. 2087

Mails.



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON;

ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship RAVENNA, Captain E. CRUW, with Her Majesty's Mails, will be despatched from this port for BOMBAY, (connecting with the S.S. CLYDE) at that port, which Vessel takes on her Cargo for LONDON, via SUZEE CANAL, leaving BOMBAY on the 5th DECEMBER. ON THURSDAY, the 13th November, at 11 a.m.

Cargo will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLE.

E. A. HEWETT,
for Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, October 30, 1891. 2000

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES, PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ,

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;

ALSO, LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 18th November, 1891, at Noon, the Company's Steamship OUXUS, Commandant CHABON, with MAILS, PASSENGERS, CHAUSSE, and GARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marcella, and accepted in transit through Marcella for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Parcels and Parcels until 4 p.m. on the 17th November, 1891. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, November 5, 1891. 2100

INSURANCES.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & CO., Agents.

Hongkong, July 15, 1887. 1340

THE NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES to the extent of \$100,000 on First-class Risks at current rates.

DUNN, MELBYE & CO.

Hongkong, September 10, 1891. 1302

Auctions.

SECOND SALE OF FURNITURE
THE MARINBURG FURNITURE COMPANY, LIMITED,
IN LIQUIDATION.

SALE BY PUBLIC AUCTION.

THE Undersigned has been instructed by the Liquidator to offer FOR SALE on

TUESDAY,

the 10th November, 1891, commencing at 2.30 p.m., at CONNAUGHT HOUSE, Queen's Road,—

THE HANDSOME DRAWING ROOM SUITES in BROGATELLA, TAPESTRY, and VELVETS.

VELVET and MARBLE TOP OCCASIONAL TABLES, CHAIRS, DAWNTOPS, and BOURDIN FURNITURE.

ARMED ROOM CANE SEATED CHAIRS, ROSES and TELESCOPE DINING TABLES, MARBLE TOP SOFAADS and DINNER WAGONS, OVERMANTELS, &c.

A LARGE ASSORTMENT OF OFFICE, HALL, and BEDROOM FURNITURE, all of this Company's well-known and substantial make.

Also, "BARLOCK" AMERICAN TYPE-WRITER.

The Furniture will be on view on Monday, 9th November.

Catalogues may be obtained on application to the AUCTIONEER.

F. RAPP,
Zealand Street.

Hongkong, November 2, 1891. 2074

Intimations.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

Adjustment of Bonus for the Year 1890.

SHAREHOLDERS are hereby requested

to send in to the Office a List of their Contributions for the year ending 31st December last, in order that the proportion of PROFIT for that year to be paid as BONUS to CONTRIBUTORS may be arranged. Returns not sent in before the 30th instant will be made up by the Company, and no subsequent claims or alterations will be allowed.

By Order of the Directors,

JAS. B. COUGHTRIE,
Secretary,
Hongkong, November 2, 1891. 2077

MAC'S AINE
SPECIAL BLEND OF
FINEST OLD VATED
SCOTCH WHISKY,

Of unsurpassed body and exquisite and highly refined flavor.

Price, 10/- per Cask.

Sole Agent,

JOHN D. HUTCHISON.

Hongkong, October 30, 1891. 1875

F. RAPP,

Zealand Street.

Hongkong, November 2, 1891. 2064

To Let.

TO LET.

3-STORIED HOUSES in Foreign Style, Nos. 39, 41 & 43, WANCHAI, Queen's Road East, Yard at the back of the premises and Water pipe laid on.

Rents Moderate, apply to

YEE HING,
No. 5, Wanchai.

Hongkong, November 6, 1891. 2104

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED

TO LET.

AT KOWLOON

A few HOUSES in KNUTSFORD TERRACE, containing 5 ROOMS each and BATH rooms. TERMS COURTS Healthy situation. Cheap Rent.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, August 18, 1891. 1544

INTIMATIONS.

SHANGHAI RACES.

THE MESSAGERIES MARITIMES CIE.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

WILL issue RETURN TICKETS to SHANGHAI by their STEAMERS leaving on or about the 18th, 21st, and 27th INSTANT, available for return by other Line and allowing of One Month's stay at Shanghai.

FARES:—First Saloon, 360.

Second, 80.

Hongkong, October 9, 1891. 1930

WING HONG,
TAILOR, DRAPER & OUTFITTER,
JUST RECEIVED

A LARGE STOCK OF

FLANCY FLANNELS, SERGES, SCOTCH TWEEDS, CHINESE SILKS.

ALL KINDS OF WINTER WOOLEN CLOTHS on hand.

SELLING AT LOWEST PRICES, &c.,

also, BEST TAILOR WORK AND PERFECT FIT GUARANTEED.

Please call in and try.

68, QUEEN'S ROAD CENTRAL. 2050

A. S. WATSON & CO., LIMITED.

TO AIRATED WATER MANUFACTURERS AND OTHERS.

NOTICE is hereby given that ALL AIRATED WATER BOTTLES and SYPHONS bearing the COMPANY'S NAME and TRADE MARK are its property solely, and that any Manufacturer using the same or any Person or Persons other than the Customers of the Firm found in possession of the same will be proceeded against as the law directs.

A. H. MANOELL,
Secretary.

Hongkong, August 18, 1891. 1613

CHAS. J. GAUPP & CO.,

Chromometer, Watch & Clock Makers, Jewellers, and Silversmiths.

4, RUE DE LA VILLE, PARIS.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOYAGER'S CELEBRATED BINOCULARS AND TELESCOPES.

BRITISH LIQUID AND OTHER COMPASSES, ADMIRALTY AND IMRAY CHARTS, NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATEDWARE, Christofle & Co.'s ELECTRO-PLATEDWARE, GOLD & SILVER JEWELLERY

in great variety.

DIA M O N D S

— AND —

DIAMOND JEWELLERY,

A Splendid Collection of the Latest London PATTERNS, at very moderate prices.

Hongkong, November 7, 1891. 2105

MIKE COAL MINING COMPANY,

(Largest Collieries in Japan.)

THE Undersigned are always prepared

to SUPPLY with MIKE COAL,

BUNKERS of STEAMERS in any place

in the Harbour at short NOTICE.

FRESH COAL always on hand and therefore

QUALITY GUARANTEED.

Contract for Supplies for Six Months or

longer can be arranged, and for Prices and

Terms, apply to

mitsui BUSSAN KAISHA,

Sole Agents.

Hongkong, September 10, 1891. 2088

Tel. Add.—"Mitsui," Hongkong. 2088

Business Notices.

HONGKONG TRADING COMPANY, LTD.
4, QUEEN'S ROAD & DUDDELL STREET.

COMPLETE OUTFITTERS.

D R E S S M A K E R S.

D R O U G H T E R S.

D R E S S M A K E R S.

D R O U G H T E R S.

D R E S S M A K E R S.

THE CHINA MAIL.

Messrs Siemens & Co. inform us that the D.D.R. steamer *Iphigenia* left Singapore for this port yesterday at 4 p.m., and may be expected here on or about the 13th inst.

The damage done to the *Lightning* is on the starboard side, so that she could not have struck Green Island. It is now stated that she struck a pinnacle rock in the middle of Sulphur Channel—a rather startling statement.

The late arrival of the French mail steamer *Natalie* is due to a breakdown which she had at Port Said, where she was detained for three days.

SURGEON-MAJOR E. F. BARROW, of Hongkong, next week completes twenty years' service, and will accordingly become entitled to promotion to the rank of Surgeon Lieutenant-Colonel.

The *Orion* is to sail from Portsmouth on Nov. 10 for Gibraltar. She will then take the 1st Shropshire Light Infantry (B3rd) from Egypt to Hongkong, returning with the 1st Argyl and Sutherland Highlanders (B1st) from Hongkong to England.

THE Batavia *Nieuwland* says that quinine has been added to a new wine as an antidote against the opium habit. It is reported that natives given to opium and wishing to leave it off need only take quinine water, and that this remedy takes good effect on them.

Mr. George Munro, late manager of the Oriental Bank at Madras, has been appointed London manager of the National Bank of China (Limited), 83, Old Broad-street. Mr. C. J. Galway of the New Oriental Bank Corporation has also joined the National Bank of China, and will proceed to Hongkong for service in China.

ON a sporting expedition substantial bounties are frequently provided by general posts. With the very best motives of hospitality doubtless, but it is a display of unfeigned generosity on such occasions. What is wanted is something of a sustenance and stimulating character—not a heavy meal which fits one more for sleep than action. Sportmen should always be provided with the "Liebig's" Company's Extract of Beef. Its purity is guaranteed, while it is most easily prepared. Avoid the many imitations sold (some are little better than mere flavouring), and obtain the Company's brand, which has been proved to contain nothing but pure extract of beef.—*Sporting Life*.

BURNING OF A P. & O. STEAMER.—The *Rome*, belonging to the P. & O. Company, was some time past here in the service of Messrs. Laird & Co., Greenock, for the purpose of being lengthened about 30 feet by the addition of a new bow. This work was successfully accomplished last week, and the vessel was towed to the tidal basin, outside the James Watt Dock, to receive her internal fittings. The workmen left off on Sept. 26 at the usual hour, and a watchman remained in charge. Shortly after three o'clock next morning an alarm of fire was raised. On the arrival of the Brigade it was found that flames were issuing from the main and mizzen hatches of the vessel and were rising to a great height. It was at once seen that the fire had got a thorough hold in the sides of the vessel; but, owing to the interior was completely bare, the origin or extent of the fire could not be ascertained. The firemen, therefore, exerted themselves to prevent the extension of the fire; but six or seven hours elapsed before they could be said to have effected even this object. The state rooms on the "decks" could not be saved, and were totally destroyed. Little difficulty was experienced in saving the deck fittings, but below the work of destruction had to be allowed to take its course. In addition to the fittings of the vessel, the tarpaulins of the men working upon it were in many cases destroyed. Later information says that, in addition to the injuries already mentioned, the hull on the port side was pierced, several plates being bulged out with the heat. The damage is estimated at from £30,000 to £35,000. Six hundred men have been thrown out of employment by the catastrophe.—*O. Mail*, Oct. 2nd.

THE Sydney *Mail* writes:—New South Wales had to undergo a devastating drought and a disastrous strike, and now it is in some danger of a monetary panic. The trouble began with a so-called building society, which seems to have been a delusion and a snare, and which, by the temptation of high interest, beguiled unsuspecting depositors. The exposure of a snare amongst depositors in similar institutions, who used to discriminate, began to think that all land companies must be on a similar footing. When depositors refused to have their money repaid, the land companies have nothing to do but to fall back upon their banks, or to raise money on the mortgage of real estate. But lenders are chary of making considerable advances, if the market is threatened with forced sales, and the banks, which have made large advances to the Government and have not yet been repaid, looked coldly on the troubles of institutions which are rival borrowers, and sometimes even little river banks. The unreddited to help went too far, and bona-fide companies, well managed and perfectly solvent, were obliged to close their doors for want of a little ready money. This, of course, aggravated the panic, and the banks began to see that they must not allow the tide to run too far. There was a feverish building society which adhered strictly to the principle of lending money for improvements, and these societies have little to fear from a run, because they raise their funds mostly from their own members. But the profit of buying land and subdividing it has been too tempting to be forgone, and most of our building societies have become land companies, and, in order to carry on, have taken money on deposit, and sometimes at call. All this goes smoothly enough in quiet times, but when depositors get frightened their claims cannot be suddenly met, and the depositors do not have to show that most of our societies are in sound footing, though a number of them have bought land in advance of the requirements of their shareholders, the land assets is a good one, and only needs time for it to get realized favourably. Some of the societies have had too small a capital compared with their borrowings, and have the liability of their shareholders not strictly limited, there being no amount to call up in case of liquidation. It is doubtful, too, whether it is wise for building societies to carry on the business of a bank, because the contingencies of banking require at times a ready supply of ready money, or liquid assets that can be easily turned into ready money.

'FRAGRANT WATERS' MURMUR
That the rumour about the reduction in the rent for the Opium Monopoly must be well founded, although the sum may not be correct.

The damage done to the *Lightning* is on the starboard side, so that she could not have struck Green Island. It is now stated that she struck a pinnacle rock in the middle of Sulphur Channel—a rather startling statement.

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For the present at least—until the Opium Problem solves itself by lapse of time—we shall probably have to let others give place to expedients.

That most people will be inclined to think Mr. Whitehead got out of his depth, and the region of practical politics, when he became eloquent upon the evils wrought by monopoly in England, and opium-smoking in China.

That even the House of Commons would not face the dilemma presented by the withdrawal from the Opium trade in India; and in China, where people will have the drug, who is bold enough to advocate a return to the smuggling and buccaneering days of the old opium smokers?

That to minimize the outrageous irregularities of the Opium Farmer's excesses, and to set justice done—these are plain duties of Government.

That the boiling and preparing of the drug is not a Government duty; it was not a success either, and would look like an official running of a colossal gin-palace.

That I was glad to see the Governor postponed the meeting of Council set down for last Wednesday: were there less of the defiant attitude among the officials, the wheels would move along much more smoothly than they do.

But I have frequently remarked that a Military Governor is not altogether suitable to the wants of this "Gib of the East" in time of peace.

That while giving General Digby Barker every credit for dignity, tact, and discrimination, holding the reins so far, yet there is a general feeling of satisfaction that a well-tried civil Governor is at last on his way to Hongkong.

That our Army of Acting OFFICIALS will be forced to the worse of an old hand to steer the course of the world.

That Mr. Fleming will receive a cordial welcome, and is very much needed.

That I hear the designs of the War Office on the land of this Colony are something prodigious, although in all conscience the military have already enough to spare at their disposal.

That the welfare of the Colony seems again to have fallen between two stools, the Admiralty and the War Office.

That a piper was seen and heard parambulating the streets the other day "blawin' up wi' muckin' birr" the "Cock of the North"; and upon asking the cause I was told a wire had been recently announced the appointment of Major-General Gordon as the Superintendent of Police, and the Hibernian Superintendent of Police, and the Hibernian

regiment of the Royal Engineers, and the War Office.

That the Police and the Gaol might well go together under a capable man.

That the starch from the present Market Steds does not lessen in the dry weather.

That the outlet of the drain near Ship Street has become very offensive lately at low tide, and mars the effect of a walk to the Eastward.

That if the Estimates provide for the sum you mention (£2,400) for chaplain's work for the Gaol, Hospital, Cemetery, and so forth, it will reflect upon the ministerial estimate.

That the amount of £1,000 is not all that this amount is equitably divided amongst those who perform those duties.

That many taxpayers object to all such taxes, and think it better to leave such duties to be performed voluntarily by clergymen interested; but if a vote is set aside for the purpose, it would be nothing short of a scandal to hand it over to the wrong man.

That the time has gone by when it can be said with truth that the Incumbent of St. John's Episcopal Church represents the community; and this work must now be divided amongst those who perform the duties referred to.

That one of the branches of public work which are really popular in Hongkong is road-cutting; and it is satisfactory to see the number of this class of improvement provided for in next year's Estimates.

That a new road long talked of—and costing only £7000—is to be cut between the Magazine Gap and the Tramway (Plantation Road).

That, over and above the convenience to Peikies, this new highway will furnish a fine cool walk for the residents, being it is at an elevation of a thousand feet, and it will also attract traffic to the developing Tramway Company; while it will provide a splendid walk round the Peak to Magazine Gap and Wan-tai.

That the old houses which now and again tumble down at the ears of their occupants, and usually result in the death or injury of one or more of the dwellers, should suggest a fuller inspection than that which now exists.

That the bad workmanship of twenty years' standing cannot possibly be adduced upon present members of the Government, or their staff; but very old buildings should be very sharply to let after, if such can be accomplished.

That the citizens of the United States live ever in the full glare of publicity.

That the search for the American press publish how prominent members of the community spend their Sundays.

That such important records may serve as warning, but they are hardly instructive, and are of mighty little interest.

That the mosquito revels in the prolonged summer which his (or rather her) victim

That the abnormal state of the weather may account for the ill success of the Hongkong covenants at Kobe.

That we all regret their ill luck, but the battle is not always to the strong, and doubtless our champions were upset by the unusual experience of earthquakes.

That the appointment of the Coolie Regulation Board looks rather like a victory for the coolie; but the idea of legislation in any form not covering a squeeze in far and away beyond the ordinary coolie's grasp; and the Government may possibly act wisely by delaying.

That our quarantine policy is a curious mixture of the ancient and modern methods.

That we seem to know that ancient quarantine regulations are useless, but the new is permitted to have its full effect.

That Mr. Whitehead still keeps his finger upon the weak point of our so-called quarantine regulations: observation must be carried on while the passengers and ship's company are kept on board the infected vessel.

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HONGKONG RIFLE ASSOCIATION
To-day, Saturday, 7th inst., 9 members took part in the Sirion and Cup contest, but one retired. The shooting was but moderate. Mr. Robertson won the 200 yds., Mr. Ford the 500 yds., and Mr. Watson the 600 yds., and Mr. Saxon the Cup kindly presented by Mr. Saxon.

200 yds. 500 yds. 600 yds.
Mr. Ford 26 28 30
Col. Sgt. Mack 25 27 29-31
Mr. Robertson 30 27 24-31
Col. Sgt. Boyd 27 31 23-29
Insp. Man 27 29 23-27
Mr. Robinson 30 25 10-17
Mr. McClellan 27 28 21-75

20

THE CHINA MAIL.

No. 8981—NOVEMBER 7, 1891.

RULES FOR DRESS.
It is not hard to be well dressed,
If you'll observe with care,
Some fundamental principles
About the clothes you wear.
Your hat should always be on straight;
A trifles either way
Will make the girl you walk with feel
Uncomfortable all day.
The collar that you wear should be
Not very high nor low,
For never to pronounced extremes
Allow yourself to go.
The necktie—herein lies a world,
Which few have conquered yet,
Unless you feel sure of your ground
A dark one you should get.

You should, of course, tie it yourself;
And when do this, mind
And stop by some ingenious plan
Its getting up behind.
In clothes, of course, you will not wear
Loud checks or stripes. It's best
To get plain goods, and pray avoid
The gaudy coloured vest.
Never a silk hat and silk coat,
With this rule be imbued;
And patent leather shoes, are noon,
Should likewise be tabooed.
Each article of dress you wear
Should have some use. If not,
Then you should lose no precious time—
Discard it on the spot.

And he who practices these rules,
Is trim, but not too prim,
Will find he is well dressed, because
No one will notice him.
Clothes and Furniture.

AN INTERESTING EPISTLE.
There is in the possession of a resident
of Hongkong a reprint of an old manuscript
said to have belonged to Lord Massacre,
which purports to give the translation of
an epistle from Publius Lentulus, the
President of Judea, about Jesus Christ.
There is strong reason to suspect that the
epistle is one of those pious frauds so

common three or four hundred years ago;
but as a curiosity it is interesting.—

**PIUBLIUS LENTULUS, HIS
NEWS TO THE SENATE OF ROME, CONCERNING
JESUS CHRIST.**

In the days of THELRIUS CESAR the
Emperor as the Governor of sundry
Principes, under the Senate and people of
Rome, used to advertise the Senate of
news as chance in divers Countries.
Publius Lentulus was at that time Presi-
dent of Judea, wrote an epistle to the
Senate and people of Rome, the words whereof
were these:

There appeared in these our days a
man of great virtue, named JESUS CHRIST,
who is yet living amongst us,
and of the Gentiles is accepted for a

Prophet of truth; but his own Disciples
call him the Son of God. But rather
the dead and earth all manner of abuse,
a man of status somewhat tall and comly,
with a very reverend countenance, such as
the beholders may hold him; and fear, his
haire of the colour of a Philibut full ripe,
and plaine alwaies downe to his ears; but
from the same downward somewhat curled,
and of a certaine colour wauing about his
shoulders. In the middest of his head goeth
a scorne or partition of his haire, after
the manner of the Nazarites; his forehead very
plaine and smooth, his face without spot or
wrinkle, bearded with a comly red; his
nose and mouth are formed, as nothing can
be reprehended; his beard somewhat
thick, agreeable in colour to the hair
of his head, not of any length, but for
ken in the middest of an innocent and
mature locks; his eyes gray, cleare and
quick; in reproaching he is terrible, in
admonishing courteous, and fairer speach;
pleasant in speech, mixed with gravity, it
cannot be remembered that any haue seen
him laught, but many haue seen him
weare in proportion of body well shaped
and straight; his hands and armes right
delectable to behold; in speaking very
temperate, modest, and wise, a man for his
singular beauty, surpassing the children of
men.

HE LIGHTS HIS PIPE ONCE MORE.

Some fifty years ago the English ship
"Argus" was wrecked on a low-lying key
or sand island of the Bahama group. Only
one man, a sailor, was thrown safely on the
beach by the waves. It is his pocket was a
tin tobacco box, pipe, and a light and
steel. Wrapping the water from his clothes,
he seated himself, lighted his pipe, and
with true British pluck proceeded to
consider his situation. The moral of
which is that when an Englishman, having
the means, refuses to smoke, he is in very
bad form.

For example, here is a man who says, "I
always enjoyed my pipe, but now I couldn't
take it." To be sure, there was a
reason, and he puts it in this way. "Up to
Michaelsmas, 1887," he says, "I was a
strong, healthy man. About this time I
began to feel bad at my stomach and had
no relish for food. I had a bad taste in the
month, and after eating I would retch and
vomit until the water oozed out of my
eyes; and so bad was this that my wife had
to hold my head. My eyes turned yellow,
and I felt low, weak, and nervous. Some-
times I would break out into a sweat and
then go cold and chilly.

"I couldn't touch solid food, and for
months I hatched up sour water; and
what I did eat lay heavy upon, and seemed
to be dead and lifeless in my body. Feel-
ing low and depressed, I had no enjoyment
in anything."

"Before this I was always cheerful and
enjoyed my pipe, but now I couldn't take a
whiff."

"I had a craving, gnawing pain at the
stomach, which nothing eased for long
together. I had bran polishes applied,
and took different kinds of medicine, but
nothing went to the spot, nothing eased me.
After a time I had to give up my
work, for I got so weak and nervous I
couldn't hit my work iron, and my tools and
things fell out of my hand."

"For over four months I did not have a
single good night's rest. I would turn and
tum in bed all night long, and my wife
and I often sat up all night long, for the
night rather than go to bed. I went so
thin that my clothes fairly hung upon me.
Friends who come to see me told one
another I could not get better, and even
my wife said I would do no more work in
this world."

"For more than twelve months I had a
clever doctor attending me, but his
medicine did me no good, then I went to
see a physician in Sudbury, with the same
result. The doctors sounded my lungs,
but found nothing wrong, and said all my
ailments were brought on by bad digestion.

"I now got weaker, and weaker, and had
given up all hopes of recovery, when in
the spring of 1889 a lady from London who
was staying at the vicarage at Otton
Belchamp heard of my condition. She
called at Mr. Goddy's medicine dealer,
and told him to supply me with some
Mother Sago's Syrup and she
would pay for it. Very reluctantly I took
the medicine, but I had tried so many things
without obtaining any benefit. However
my wife pressed me so hard that at last,
I began to take the Syrup. After a few
days I said to my wife, 'I think I feel
better for this medicine,' and from that time
I commenced to improve. By the time I
had taken three bottles I was back at my
work, as strong and well as ever—much to
the surprise of everybody."

"People all about said 'I would never get
well, but I did, thank the Lord.'

"Now I tell every one that Mother
Sago's Syrup saved my life. I can now
eat anything, and feel so light-hearted I
could jump over a five-hundred-ton
neighbour all day. I look ten years
younger. ELLIAS BROWN, shoemaker,
Belchamp St. Paul, Essex, Suffolk."

The doctors who attributed Mr. Blant's
illness to indigestion and dyspepsia were
quite right. All they lacked was the pro-
per remedy. This appeared in Mother
Sago's Syrup, and now our good friend
enjoys his pipe as did in other years.
If he is ever handled in that way again we
may wager he won't forget what to do.

Intimations.

JUST PUBLISHED—Price, 50 Cents.

MISSION INSTRANGERS,
History of the Churches of India,
Burman, Siam, China, Japan,
&c., &c.

TRANSLATED BY
E. H. PARKER, Esq.,
H. B. M. Consular Service.

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